

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: NHDOT Monthly Natural Resource Agency Coordination Meeting

DATE OF CONFERENCE: January 18, 2006

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Pete Stamnas
Bill Cass
Jon Evans
Charles Hood
Bill Hauser
Ram Maddali
Craig Drouin

FST

Peter Howe

TSA

Glenn Smart

NHDES

Collis Adams
Gino Infascelli
Lori Sommer

FHWA

Bill O'Donnell

FAA

John Silva

MHT

Richard Fixler
John Hagopian

DES – Air Resources

Becky Ohler

ACOE

Rich Roach

VHB

Peter Walker
Jennifer Hogan
Bill Barry

USFWS

Bill Neidermyer

NHFG

Mike Marchard
Bill Ingham

SNHPC

Andrew Bergang

Town of Derry

George Sioras
Paul Dionne

NOTES ON CONFERENCE:

Gorham, STP-TE-X-000S(162), 12279

Mike Servetas, Project Manager from VHB, provided an update on the status of the multi-modal pathway that originally was to connect Route 16 on the east with Route 2 on the west. The project has been around since the mid-1990's and was put on hold in 2004 while negotiations with the land owners (primarily Gorham Land Trust) took place. Negotiations with GLT also led to the decision to shorten the path so that it connected with Promenade Street instead of connecting with Route 16. Because of objections by one of the other landowners, the pathway in the center section was also realigned to head up hill to avoid that property. Presently, the Town has decided to proceed with Phase 1 of the project by constructing the western end of the path that includes a bridge over the Moose River. The pathway and bridge will provide a much needed emergency bypass should the Route 16 Bridge ever wash out.

Bill Barry, wetland scientist from VHB, explained that in 2004 a wetland application for 0.71 acres of permanent wetland impacts had been submitted and compensatory mitigation in the form of preservation at a ratio of 10:1 had been proposed. Permanent impacts of Phase 1 will be approximately 0.15 and shortening the pathway will reduce the original estimate by 0.22 acres (although wetlands have not yet been delineated along the realigned length). Bill asked for guidance from the Wetlands Bureau as to how to proceed with the application. Gino Infascelli recommended that the Town complete its original application by submitting its mitigation package. If at some point in the future the Town decides to complete the trail

they can amend their application. Gino also requested additional details about the perennial stream crossings in the middle portion of the trail. Mike Servetas explained that either a CMP culvert or con span open-bottom arch would be used at the discretion of the contractor. Mike promised to revisit this and provide more details. Gino also asked about signage along the path where it intercepted two other trails considering the safety issue. Mike noted that these trails were not snowmobile trails however. VHB indicated that the wetland mitigation package, including ROW sign-offs, would be submitted to the Wetlands Bureau, and the final CE documentation submitted to NHDOT so that the project's NEPA classification could be concluded.

Salem-Manchester, IM-IR-93-1(174)0, 10418C

M. Laurin discussed an option proposed by the Town of Derry and the Derry Conservation Commission to modify the proposed wetland mitigation component in Derry (preservation of the Sybiak property) by considering preserving ± 120 acres of this property. He handed out a package that summarized the values of the Sawyer property, located off Island Pond Road and in the vicinity of Ballard Pond. The Sawyer property represents several diverse wildlife habitats including meadows, abandoned farm fields, ponds, brooks, wetlands, and uplands. The old railroad bed, now a recreational trail, passes through the property provides an opportunity for public access and a connection to Ballard Pond. The homestead and associated fields, stonewalls, and some apparent former millworks along a brook, provide cultural values. One drawback is the fact that the property is divided by Island Pond Road.

M. Kern stated that the Sawyer property area was identified in the co-occurrence mapping. He stated that both Sybiak and Sawyer sites are good quality sites. L. Sommer asked who would hold the conservation easement. P. Dionne replied that the Rockingham Land Trust would most likely be willing to hold the easement. He stated that there may also be some opportunity for neighboring properties to also be placed in conservation. The Town may also be willing to pursue additional funding in collaboration with DOT if needed. B. Cass pointed out that the nearby Ballard Pond has Blanding's turtle habitat and is important for migrating birds. L. Sommer stated that any change to the proposed mitigation for I-93 would need a formal request in writing to amend the permit application. B. O'Donnell expressed concerns with changing the mitigation at this late date and discussed that an MOU would be needed to document the change and to provide a formal endorsement from the resource agencies. All agreed that the option could be pursued. (Note: R. Rouillard from LCHIP e-mailed the Department, the previous day, expressing their support for conservation of the Sawyer parcel). In response to L. Sommer's inquiry regarding the remaining proposed preservation sites for the project, Bill Cass stated that the Department has moved on about 75% of the proposed sites.

This project was previously reviewed on the following dates: 8/10/95, 1/10/99, 2/16/00, 5/17/00, 6/14/00, 7/19/00, 8/10/00, 9/20/00, 10/18/00, 1/17/01, 2/14/01, 3/21/01, 4/18/01, 5/10/01, 8/15/01, 9/19/01, 10/17/01, 11/21/01, 1/16/02, 2/20/02, 5/15/02, 6/18/03, 10/15/03, 12/17/03, 10/20/04 & 11/17/04.

Manchester Airport, Runway 6-24, Safety Area Improvements

No Minutes Prepared. For information on this project, please contact Manchester-Boston Regional Airport.